PANDAS Flying Site Rules

Use in addition to BMFA handbook, ANO & JMA guide – Replaces all previous editions.

(Amended November 3/11/2026).

1. PANDAS members and visitors will fly at the Pontefract club flying site under the rules of the BMFA Article 16 authorisation issued by the CAA under UK Regulation (EU) 2019/947 Article 16 and the Air Navigation Order (ANO) 2016. PANDAS members must read and understand the BMFA Article 16 authorisation, keep up to date and comply with all the current legislation applicable to the flying of unmanned aircraft.
2. Members must be able to produce proof of a current CAA Operator Number & Flyer ID Number as required under the BMFA Article 16 Authorisation on request (if applicable), to any committee member.
3. All club members who wish to fly must be full members of the BMFA and must be able to produce proof of their BMFA & PANDAS membership when flying at the PANDAS site.
4. The flight line warning flags must be placed on the respective flight areas (see plan).
5. All radio control flying must be from the pilot line. In the interests of safety & communication all pilots should stand / sit together preferably in the pilot box area – see plan. The use of the orange safety fence in front of the pilot box is recommended. All aircraft flying must be in front of the flight line and flown within our allotted boundaries (see plan). **The safety of everyone is everyone's responsibility.**
6. Unrestrained aircraft must not be taxied behind the flight line. Aircraft must not be taxied towards the pilots after landing.
7. It is a member's responsibility to maintain their aircraft and equipment prior to flying to ensure they are safe and operating legally. Any radio equipment fitted with a failsafe function **must** have the failsafe activated, ensuring a minimum of operating the throttle to idle or stop.
8. Aircraft propulsion systems must only be started / run / activated within the dedicated start up boxes (see plan). Aircraft must be adequately restrained.
9. Electric-powered aircraft **must have** the motor battery physically or mechanically **disconnected,** with an air gap, except when in the designated start-up boxes. An electronic switch used on either the transmitter or the aircraft to disable the motor is still considered a live connection.
10. Internal combustion engine and turbine powered aircraft can only be flown or run between the hours of 0900 & 1700 on a Saturday and 1000 & 1700 on a Sunday. There are no restrictions on mid-week days. This can be varied by the committee from time to time, to accommodate for any special events held at the field. The committee reserves the right at any time to prohibit the flying of any aircraft that are deemed to be excessively noisy.
11. Helicopter and multirotor aircraft can be flown from the fixed wing area, if either of the below criteria are met:
    I. In the interests of safety, if no other rotary wing flyers are present at the rotary wing area.

ll. All the flyers present at the fixed wing area agree.

12. If flying on 35Mhz, the relative frequency number must be clearly displayed on your transmitter. The frequency peg board must be deployed.

13. Gas turbine aircraft or any aircraft with a 'Maximum Take Off Mass' (MTOM) of over 7.5kg, must be fitted with a working failsafe, operating the throttle to idle or stop. The pilot must hold a BMFA 'B' Certificate or Large Model Association (LMA) 'Full Proficiency Certificate' and you must fly with a competent observer on the flight line. Flights using a buddy / dual control system or where the pilot is under direct supervision are not allowed with this type of aircraft.

14. Members must hold a minimum of a BMFA 'A' / LMA Basic Proficiency Certificate, for the discipline they want to fly, before flying solo. Members who do not hold a BMFA 'A' / LMA Basic Proficiency Certificate, can only fly, when under the direct supervision of a another pilot, who is capable and holds a minimum BMFA 'A' / LMA Basic Certificate in the same discipline. Members who hold any BMFA 'A' / LMA Basic Proficiency Certificate, will be allowed to fly multirotor aircraft, solo, without taking the separate multirotor test.

15. Multirotor and helicopter aircraft, for the purposes of hover training and practice, may be flown by a non BMFA 'A' Certificate holder, in the rotary wing area, without the supervision of a BMFA 'A' Certificate holder. This is for low level hover training & practice, where the aircraft is not flown above 2 metres and is kept within 15 metres of the pilot.

16. Multirotor aircraft fitted with stabilisation software that cannot be deactivated, can be flown solo with a BMFA Multirotor 'BPC' Certificate.

17. PANDAS do not allow multirotor racing or practicing such race techniques.

18. Site entry must be via our entrance gate only. The gate must be closed & locked on each entry/exit. The maximum vehicle speed is 10 mph. **Remember you are in a public park.**

19. Strictly no aircraft flying on any horse race day (the whole 24 hours) or any other days as indicated by the committee.

20. Members wishing to take visitors to fly at the club field may do so provided that prior permission is received from a club committee member. **Visitors must comply with the current club rules.** Visitors can fly on three separate occasions in any 12-month period.

21. The PANDAS committee, **in the interests of safety**, can change or amend any club flying site rules at any time. The temporary rule change will only remain in force, as long as necessary, to satisfy the safety issue. If the rule change is deemed necessary, to become permanent, it must be discussed and ratified at the next available club meeting.

22. Mandatory accident / occurrence / incident reporting must be carried out in accordance with section 3.13 of the BMFA Article 16 authorisation. The committee must be informed on the same day of any such reports.

23. All new club members and any lapsed members re-joining the club must have a briefing at the flying field by a committee member, outlining safety requirements, field boundaries, field rules and protocols before they can fly. Any new or lapsed member

already holding a BMFA achievement qualification, will be asked to complete a short demonstration flight to a club instructor or examiner.

24. Any junior member under 16 years of age must be accompanied and supervised by a responsible adult aged 18 or over while flying at the field. The responsible adult must have consent from the junior member's parent or guardian before fulfilling this role.
25. As of 1/1/2027 all flying PANDAS members (control line only flyers excluded) must hold a current BMFA Registered Competency Certificate (RCC).
26. When events are held at the field or in exceptional circumstances, with the permission of a club committee member, visitors who are not BMFA members or do not hold any achievement scheme type qualification, may fly under the below conditions.
    i. The visitor holds 3rd party public liability insurance cover similar to that provided by the BMFA.
    ii. The visitor has proof of CAA Flyer ID Number.
    iii. The visitor must hold a qualification at least equal to the BMFA 'A' Certificate / LMA Basic Proficiency. For aircraft where the MTOM **exceeds 7.5.kgs or is turbine powered,** they must hold a BMFA 'B' Certificate / LMA Full Proficiency. **OR**
    iv. If the visitor does not hold a qualification similar to a BMFA achievement scheme qualification, they must fly (no turbine powered or over 7.5 Kgs aircraft) under the direct supervision of another pilot. The other pilot must be competent & hold at least a BMFA 'A' / LMA Basic Proficiency Certificate.

Rule 13 Competent Observer Role / Definition

In relation to the flying of turbine and over 7.5Kgs aircraft, the spotter provides active support by acting as a second pair of eyes throughout the flight. Their role is to monitor the flying area for potential hazards, including people on or near the area, and to pay particular attention during take-off and landing to help maintain safe conditions.

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